 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: ANC94LA126		Aircraft Registration Number: N9825F	
		Occurrence Date: 08/31/1994		Most Critical Injury: None	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place CAPE SABINE	State AK	Zip Code 99752	Local Time 1830	Time Zone ADT	
Airport Proximity: On Airport		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer CESSNA		Model/Series 208		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On August 31, 1994 at 1830 Alaska daylight time, a wheel equipped Cessna Caravan, C-208, N9825F, registered to and operated by Alaska Island Air, Inc., of Kotzebue, Alaska, dragged a wing during landing at Cape Sabine, Alaska. The Air Taxi Flight, operating under 14 CFR Part 135, departed Kotzebue and the destination was the accident site. A VFR flight plan was filed and visual meteorological conditions prevailed. The pilot and the passenger were not injured and the airplane was substantially damaged.</p> <p>According to the pilot's statement, he was landing on runway 20 at Cape Sabine and there was a 15 knot crosswind. He applied full flaps on short final and "about 200 feet down the runway I experienced a wind shear and the right wing stalled. There was no indication prior to the wing stalling and the stall warning horn sounded just as the wing stalled due to the shear. The right wing was already low for the crosswind correction, it dropped away and made contact with the runway."</p> <p>During a telephone conversation with Mike Spisak on September 1, 1994, owner of Alaska Island Air, he stated there was no one else on board the airplane and that this was only a positioning flight. The pilot was supposed to pick up passengers at Cape Sabine. Mr. Spisak stated that the pilot only dragged the wing on the runway, "dinged the right wing," and that the airplane was still flyable.</p> <p>A statement from Mr. Bruce A. Ream, Cultural Resources Specialist for HartCrouser Inc., who was a passenger on the flight from Kotzebue to Cape Sabine, is included in this report. Mr. Ream states that upon his arrival in Kotzebue, the weather was poor. He discussed various charter operations with Alaska Island Air personnel and was informed that the Cessna Caravan could fly IFR to Point Lay and get past the bad weather.</p> <p>Alaska Island Air does not have an operations specification authorizing IFR operations in instrument meteorological conditions (IMC) for the Cessna 208 airplane. In accordance with 14 CFR Part 135, an operator is allowed to fly a single engine airplane in IMC from his departure point for 15 minutes provided he will reach visual meteorological conditions (VMC) within 15 minutes and can proceed to the destination under VFR.</p> <p>The passenger stated that they departed and climbed to 9500 feet, passing through some icing conditions. He said he was holding a handheld GPS unit for the pilot so the pilot could navigate using the GPS.</p> <p>There is no information in the company manual authorizing the use of GPS as a primary means for navigation. The training manual does not contain any information relating to GPS training.</p> <p>The passenger's statement continues, "I believe that we descended over the ocean northwest of</p>					
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Narrative (Continued)


Point Lay about 6:15 pm, leveling out at about 750 ft just beneath the clouds. Flew eastward until we saw the coast off the starboard side, circled back and followed the coastline to the southwest staying about one-quarter mile offshore. Distance and direction to Cape Sabin were provided by the GPS."


The passenger stated they departed Kotzebue at 1715 hours and they descended and became VFR at 1815 hours. This does not meet the requirement under 14 CFR Part 135 which allows IFR flight for 15 minutes.

Mr. Ream stated, "the pilot saw the airstrip off to starboard and made a sharp banking turn to the right. The plane began to settle and banked more steeply. I believe that the pilot applied power at this point and attempted to level the plane, but I was watching the ground come up at this point. We were crossing the airstrip at about a 45-degree angle (northwest), heading back out to sea. I felt the plane strike the ground hard and bounce back into the air. My first impression was that the plane was struggling to fly and we would pancake onto the tundra between the airstrip and the bluff. As we passed the bluff the nose pitched down and then up. We began to climb and started to execute a slow turn to the left back toward land. The plane was flying irregularly and I observed that the pilot was fighting the controls. It was at this point that I looked for wing damage, but couldn't see past the radar pod. The pilot stated that we needed to land the plane right away. We completed the turn west of the runway and tried to make an approach from that end, but couldn't get the plane to line up or stay level. My impression is that we were all over the sky at that point. He was having a difficult time working both the engine and flight controls by this time."

"We sank close to the runway, but the plane turned to the right and dipped at the last moment. The pilot powered up to pull out of the approach and drifted southward back toward the camp. I was instructed to get on the controls with the pilot as he was getting tired and running out of strength. We passed by the camp, gained altitude, and made another wide left turn over the water. I held the yoke to the left and tried to help keep the nose level. We came out of the turn northeast of the camp and drifted diagonally southwest toward the airstrip. The pilot instructed me to hold the yoke as far left as I could. Using the engine and prop he maneuvered in low, parallel to the south side of the runway. As soon as we drifted back over the strip we set down hard, using full reverse prop and brakes to stop."

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		Occurrence Type: Accident				
Landing Facility/Approach Information						
Airport Name CAPE SABINE		Airport ID: Z53	Airport Elevation 50 Ft. MSL	Runway Used 20	Runway Length 2700	Runway Width 75
Runway Surface Type: Gravel						
Runway Surface Condition: Dry						
Type Instrument Approach: NONE						
VFR Approach/Landing: Full Stop						
Aircraft Information						
Aircraft Manufacturer CESSNA		Model/Series 208		Serial Number		
Airworthiness Certificate(s): Normal						
Landing Gear Type: Tricycle						
Homebuilt Aircraft? No		Number of Seats: 10		Certified Max Gross Wt. 8000 LBS	Number of Engines: 1	
Engine Type: Turbo Shaft		Engine Manufacturer: P&W		Model/Series: PT6-114	Rated Power:	
- Aircraft Inspection Information						
Type of Last Inspection Continuous Airworthiness		Date of Last Inspection 08/30/1994		Time Since Last Inspection 5 Hours	Airframe Total Time 792 Hours	
- Emergency Locator Transmitter (ELT) Information						
ELT Installed? Yes		ELT Operated? No		ELT Aided in Locating Accident Site?		
Owner/Operator Information						
Registered Aircraft Owner ALASKA ISLAND AIR, INC.		Street Address P.O. BOX 1167				
		City KOTZEBUE		State AK	Zip Code 99652	
Operator of Aircraft Same as Reg'd Aircraft Owner		Street Address Same as Reg'd Aircraft Owner				
		City		State	Zip Code	
Operator Does Business As:				Operator Designator Code:		
- Type of U.S. Certificate(s) Held:						
Air Carrier Operating Certificate(s): On-demand Air Taxi						
Operating Certificate:			Operator Certificate:			
Regulation Flight Conducted Under: Part 135: Air Taxi & Commuter						
Type of Flight Operation Conducted: Unknown						
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First Pilot Information																																																																																				
Name		City		State	Date of Birth	Age																																																																														
On File		On File		On File	On File	38																																																																														
Sex: M	Seat Occupied: Left	Principal Profession: Civilian Pilot		Certificate Number: On File																																																																																
Certificate(s): Commercial																																																																																				
Airplane Rating(s): Multi-engine Land; Single-engine Land																																																																																				
Rotorcraft/Glider/LTA: None																																																																																				
Instrument Rating(s): Airplane																																																																																				
Instructor Rating(s): None																																																																																				
Type Rating/Endorsement for Accident/Incident Aircraft?				Current Biennial Flight Review?																																																																																
Medical Cert.: Class 2		Medical Cert. Status: Valid Medical--no waivers/lim.		Date of Last Medical Exam: 03/25/1994																																																																																
<table border="1"> <tr> <th rowspan="2">- Flight Time Matrix</th> <th rowspan="2">All A/C</th> <th rowspan="2">This Make and Model</th> <th rowspan="2">Airplane Single Engine</th> <th rowspan="2">Airplane Multi-Engine</th> <th rowspan="2">Night</th> <th colspan="2">Instrument</th> <th rowspan="2">Rotorcraft</th> <th rowspan="2">Glider</th> <th rowspan="2">Lighter Than Air</th> </tr> <tr> <th>Actual</th> <th>Simulated</th> </tr> <tr> <td>Total Time</td> <td>3975</td> <td>110</td> <td>3375</td> <td>635</td> <td>700</td> <td>75</td> <td>25</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Pilot In Command(PIC)</td> <td>3500</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Instructor</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 90 Days</td> <td>60</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 30 Days</td> <td>30</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 24 Hours</td> <td>4</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>						- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air	Actual	Simulated	Total Time	3975	110	3375	635	700	75	25				Pilot In Command(PIC)	3500										Instructor											Last 90 Days	60										Last 30 Days	30										Last 24 Hours	4									
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Seatbelt Used? Yes		Shoulder Harness Used? Yes		Toxicology Performed?		Second Pilot? No																																																																														
Flight Plan/Itinerary																																																																																				
Type of Flight Plan Filed: VFR																																																																																				
Departure Point		State	Airport Identifier	Departure Time	Time Zone																																																																															
KOTZEBUE		AK	OTZ	1705	ADT																																																																															
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Type of Clearance: None																																																																																				
Type of Airspace: Airport Advisory Area; Class D																																																																																				
Weather Information																																																																																				
Source of Briefing: No record of briefing																																																																																				
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 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: ANC94LA126			
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		Occurrence Type: Accident			

Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
	0000		0 Ft. MSL	0 NM	0 Deg. Mag.
Sky/Lowest Cloud Condition: Unknown			0 Ft. AGL	Condition of Light: Day	
Lowest Ceiling: Overcast		1200 Ft. AGL		Visibility: 2 SM	Altimeter: "Hg
Temperature: 7 °C	Dew Point: °C	Wind Direction: 290		Density Altitude: Ft.	
Wind Speed: 20	Gusts: 25	Weather Conditions at Accident Site: Visual Conditions			
Visibility (RVR): 0 Ft.	Visibility (RVV) 0 SM	Intensity of Precipitation: Light			
Restrictions to Visibility:					
Type of Precipitation: Rain					

Accident Information					
Aircraft Damage:		Aircraft Fire:		Aircraft Explosion	
Classification:					
- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot				1	1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers				1	1
- TOTAL ABOARD -				2	2
Other Ground	0	0	0		0
- GRAND TOTAL -	0	0	0	2	2

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Administrative Information		
Investigator-In-Charge (IIC) GEORGE KOBELNYK		
Additional Persons Participating in This Accident/Incident Investigation: HARLEY HOLT FSDO 01 FAIRBANKS, AK 99701		
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